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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. III., No. 8. Sept. 1960

As we progress with the Interstate System, it becomes increasingly evident that we are operating under horse and buggy eminent domain statutes. With the number of condemnation cases increasing by leaps and bounds, the total case load for the five attorneys is now over 100, and it would seem that land acquisition laws could be modernized to provide for speedier settlements and more equitable settlements for both parties. Again, we would like to lean on our good friend Bob Miller, Editor of the *Livingston Enterprise,* who so ably put the case in his editorial of September 7.

MAKE IT SIMPLER

GETTING RIGHT-OF-WAY

There are a couple of things which the next legislature could do for the promotion of highway construction in Montana if its members are interested in modernizing the roads and eliminating some of the antiquated trails which now are in use.

One would be to pass a law similar to that in several other western states which would give the highway department the right to build a road before acquiring title to the right-of-way.

The state possesses the right of eminent domain, which means that it can condemn and confiscate property in the path of a proposed road.

To allow the state to take what land it needs before the court has adjudicated the value instead of afterward would greatly speed the road building process and, it would not injure the landowner.

He is going to lose his land notwithstanding, and the law could protect him in his right to compensation.

The state highway commission is in a position today to let from $25 million to $30 million worth of contracts on primary and interstate routes if it could proceed legally to use the land now which it will later acquire through purchase or condemnation actions.

There is nothing to indicate that the landowner would suffer financially by giving possession of the property now rather than later.

The department now has 91 condemnation suits pending and a large proportion of them are holding up projects which could otherwise be put under contract immediately.

Another proposed law, also in use in several other states, would fix the value of the land to be acquired as of the day the highway department gives notice of its intentions rather than at some later date after synthetic improvements might have been made.

Everyone knows of instances where surveyors have been hurriedly hired and "subdivisions" platted in advance of the purchase of right-of-way after the route has been announced.

We believe that the landowner is entitled to every protection. He is being forced to part with property which ostensibly is not for sale. It is right and just that he be paid, as the law now provides, for the highest and best possible future use of the property to be condemned.

But the taxpayer and the state are also due for some protection against unjustified delays in construction and uncalled-for inflation of values.

A late release from the Bureau of Public Roads advises us that motor vehicle registrations for 1960 will reach 73,868,000. This represents a 3.3% gain in registrations over 1959, with passenger cars showing a 3.4% gain and trucks a 3% gain. States with the highest registrations are California with 7.8 million; New York with 5.1 million; Texas, Pennsylvania, and Ohio with over 4 million; Illinois and Michigan with over 3 million, followed by New Jersey, Florida and Indiana with over 2 million. Montana ranks 39th with a total of 382,000 vehicles registered for a total increase of 1.7% over 1959. Only New Mexico, North Dakota, South Dakota, and West Virginia had a lower percentage increase than Montana's over 1959.

The total money expended for highway purposes in 1959 shows that the Highway Department must be classified as one of the biggest businesses in the state, showing a total expenditure for last year of $57,270,099.97. This total covers the cost of maintenance, preliminary engineering, right of way, and construction.

To maintain the 5,800 miles of road that we are

(Continued on page 2)

AWARD SHEET — Letting of August 10, 1960

PROJECT NO.	Amount of Bid	Bidder	Address
S.M.P. 4599 Maintenance Stockpiles Granite, Lake, Mineral Counties	$128,702.50	Chas J. Shannon	Butte, Montana

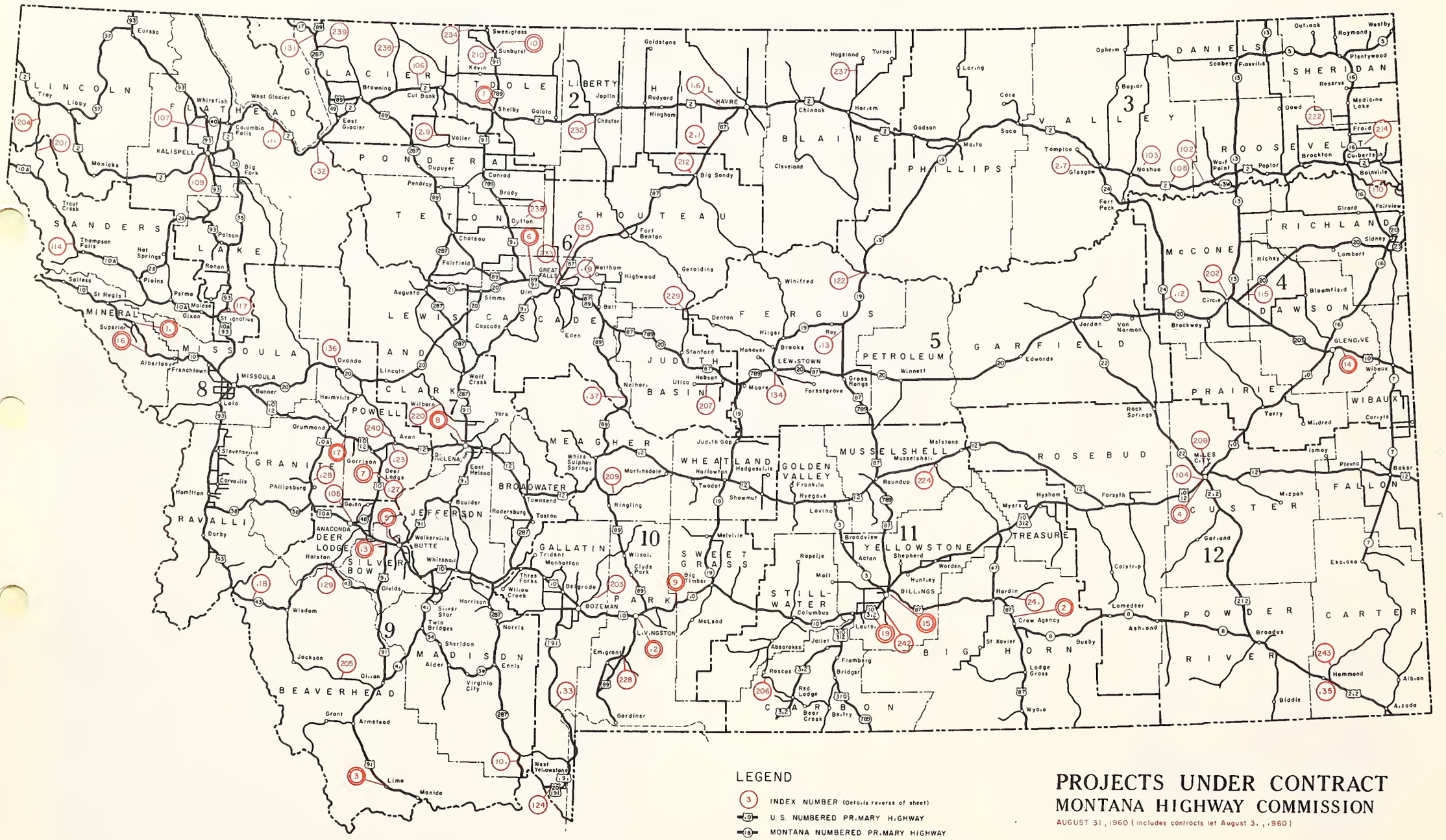
Letting of August 24, 1960

PROJECT NO.	Amount of Bid	Bidder	Address
I-15-2(7) 127 168. O'Dual Str. Butte-Urban Silver Bow County	$ 95,891.58	Peter Kiewit Sons Co.	Billings, Mont.
F84(29) U1, F144(5) U1 F189(5) U1 & F232(4) U1 West of Wolf Point-North Dakota Line Roosevelt and Valley Counties	$376,573.84	Richardson Constr. Co.	Miles City, Mont.
I 90-8(7) 394 558.0' Steel Bridge Reed Point-Columbus Road Stillwater County		WITHDRAWN	
F 220(7) Cut Bank-East & West Road Glacier County	$ 68,063.35	Mountain Construction, Inc.	Missoula, Mont.
S 35(10) Jackson-Dillon Road Beaverhead County	$271,297.21	S. Birch Inc. & S. Birch & Sons Const.	Great Falls, Mont.
S 370(12) Bozeman-Wilsall Road Gallatin County	$470,572.41	Albert Lalonde Co.	Sidney, Mont.
ROW FHP 60A Raynolds Pass-Ennis Road Madison County (Fencing)	$ 49,840.95	Peter Kiewit Sons Co.	Billings, Mont.
S.P.P. 071-9009-10 Sanford State Park Liberty County (Water Systems)	$ 2,272.50	Abercrombie Constr. Co.	Cut Bank, Mont.
TOTAL FOR MONTH			$ 1,463,214.34
TOTAL FOR 1960 to date			$22,293,246.01

In the competitive bidding system utilized by the Montana Highway Department, the unit price system is used, and each contractor bids on each item. Such items as unclassified excavation, clearing and grubbing, select borrow, asphalt, concrete work and other work is all listed separately, and bids for each item are listed. As the work progresses, a close check is kept upon the amount of work performed by the contractor on each item, and when the contract is complete, the contractor is paid the amount of work actually performed, so that if something unforeseen develops, and more work is necessary, that he will be paid for it. Likewise, if there is less work than called for in the contract, he will receive less than the total amount estimated in his original bid. Of the jobs finalled out in 1959 and 1960, 28 of them showed an over-run of the bid-price, due mostly to a higher shrinkage in the material than was anticipated, or some unforeseen condition that required additional work (such as the Springdale Cut) to complete the road to specifications, and provide the public with a safe, well built highway. However, there were 14 jobs that underran the contract price. It is interesting to note that on the 42 jobs analyzed, a total of 23,590,000 cubic yards of excavation were planned for, and the actual excavation came to 24,982,000 cubic yards. 63 other jobs were not analyzed.

(Continued from page one)

responsible for, to keep the equipment, buildings and machinery in good repair and provide new buildings, required a total of $7,297,628.52. No federal funds are used for this purpose. To prepare the jobs for contract and to provide the preliminary engineering required $1,778,673.11, of which $1,253,932.20 was provided by the federal government. To obtain the right of way on which to build the future highways took a total of $4,286,334.76, of which $3,358,928.79 were federal funds. Actual payments to contractors for construction amounted to $33,907,463.58, with $22,970,523.94 being provided from the federal government.



LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- U.S. NUMBERED PRIMARY HIGHWAY
- (18) MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT

MONTANA HIGHWAY COMMISSION

AUGUST 31, 1960 (Includes contracts let August 3, , , 1960)

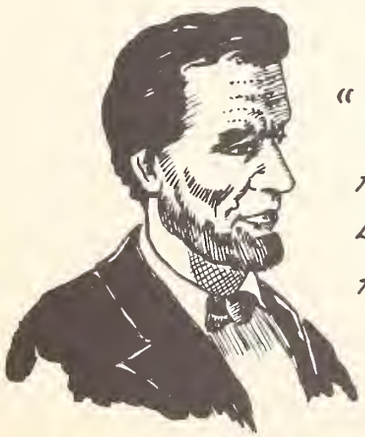
LENGTH, TYPE OF CONSTR AND LOCATION

Map Index Number	Project Number	Probeble Completion Date	
	FEDERAL AID INTERSTATE PROJECTS		
1	I-IG-ING 15-8 (3) 351	10-1-60	5.6 miles (2.9 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - Three prestressed concrete and steel beam overpasses, two 360 foot G.N. Ry. and U. S. 2, one 276 foot U. S. 91 - North Shelby Interchange (US 91 - Shelby North)
	I 15-8 (7) 351	10-15-60	5.6 miles signing (U.S. 91 - Shelby North)
	PS-I 15-8 (3) 351	10-15-60	Weigh Station (U. S. 91 - Shelby North)
2	IN 90-9 (5) 498 U 1 IN 90-9 (7) 508 U 1	9-30-60	11.6 miles (4.9 miles four lane divided) grading, drainage, surfacing, plant mix seel coat oiling and fencing (US 87 - Crow Agency North)
3	I-IG-15-1 (9) O	10-15-60	17.1 miles plant mix bituminous and seal coat oiling (US 91 - Monida thru Lima)
4	I 94-4 (3) 134	7-31-61	One 268 foot steel girder overpass - Miles City West Interchenge. One 290 foot riveted plate girder bridge - Tongue River. Two prestressed concrete beam overpasees. One 153 foot - County Road, and one 158 foot - U. S. 212 (U. S. 10 - Miles City west)
	I 94-4 (5) 127 U 1	9-15-61	8.5 milee (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix oituminous and seal coet oiling. One 214 foot prestreseed concrete beam overpass - Radar Base Interchange. Three concrete slab junior grade separations. (U. S. 10 - Miles City West)
	I 94-4 (5) 127 U 2	11-15-60	8.5 miles fencing (U. S. 10 - Miles City West)
5	I 15-2 (7) 127	6-30-61	Dual 168 foot steel girder overpasses - Montana Street Interchange (US 91 - In Butte)
	I 15-2 (9) 128	8-31-61	Five prestressed concrete beam overpasses. One 225 foot - Lexington Avenue, One 225 foot - Oregon Avenue, Dual 210 foot - Harrieon Avenue Interchange, One 210 foot Sheridan Street (U. S. 91 - In Butte)
6	I 15-5 (9) 275 U 1	10-15-60	8.3 miles four lane divided, grading, drainage, surfecing, plant mix bituminous and eeal coat oiling (US 91 - west of Great Falls)
	I 15-5 (9) 275 U 3	9-30-60	8.3 miles fencing (U. S. 91 - West of Great Falls)
	I 15-5 (12) 275	10-15-60	8.3 miles signing (U. S. 91 - West of Great Falls)
7	I 90-3 (8) 180 U 1	4-10-62	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 North and South of Deer Lodge
	I 90-3 (8) 180 U 2	8-31-61	Six prestreseed concrete beam bridges, One 123 foot - North Deer Lodge Interchange, One 118 foot Milwaukee Avenue, One 168 foot - County Road, Dual 153 foot - Clark Fork, One 256 foot - Underpase South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separations - County Roeds (U. S. 10 - North and South of Deer Lodge)
	I 90-3 (8) 180 U 3	9-30-60	8.6 miles fencing (U. S. 10 - North and South of Deer Lodge)
8	I-IG-ING 15-4 (4) 184 U 1	11-30-60	1607 foot total length dual steel and concrete overpassee - GN RY and NP RY. (U. S. 91 - Helena)
9	I 117 (10) U 2	9-30-60	4.0 miles (1.6 miles four lane divided) grading, drainage, surfacing and plant mix oil (U. S. 10 - East of Livingeton)
10	I-IG 15-8 (6) 379 U 1	7-31-61	4.2 miles grading, dreinage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder - GN RY. One 168 foot prestressed concrete beam - Sunburst Interchange - Overpasses (U. S. 91 - Sunburst North)
	I-IG 15-8 (6) 379 U 2	9-15-60	4.2 miles fencing end cattleguards (U. S. 91 - Sunburst North)
11	I 90-1 (5) 46	9-30-60	Two steel riveted plate girder bridges, one 621 foot, one 801 foot, Clark Fork (U. S. 10 - North and South of Superior)
	I 90-1 (6) 43 U 1	7-1-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation (U. S. 10 - North and South of Superior)
	I 90-1 (6) 43 U 2	9-30-60	Three prestressed concrete beam bridges, two 153 foot - Superior Interchange, one 168 foot - Cedar Creek (U. S. 10-At Superior and East)
	I 90-1 (6) 43 U 3	10-1-60	6.7 miles fencing and cattleguards (U. S. 10 - North and South of Superior)
12	I 90-7 (4) 330	9-30-61	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - South of Livingston)
13	I-ING 15-2 (8) 118	11-1-60	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchange, one 599 foot and one 614 foot B.A.&P. RY. CMST P&P RY. NP RY., and Clark Fork (U. S. 91 - West of Butte)
14	I 94-6 (2) 216	10-1-60	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - East of Glendive)
15	I 90-8 (10) 451	6-30-62	930 and 945 foot (dual) Steel riveted plate girder bridges - Yellowstone River (U. S. 10 - East of Billings)
16	I 90-1 (4) 60 U 1	9-30-60	5.0 miles (2.0 miles four lane) grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U. S. 10 - Southeast of Superior)
	I 90-1 (7) 60 U 1	9-30-60	5.0 miles signing and delineation (U. S. 10 - Southeast of Superior)
	I 90-1 (11) 60	9-30-60	5.0 miles grass seeding (U. S. 10 - Southeast of Superior)
17	I 90-3 (3) 157 U 1	9-30-60	9.6 miles four lane, grading, drainage, surfacing, plant mix, eeel coat oiling and fencing (U. S. 10 - East of Drummond)
	I 90-3 (9) 157	9-30-60	9.6 miles grass seeding (U. S. 10 - East of Drummond)
	I 90-3 (5) 157 U 1	9-30-60	9.6 miles signing and delineation (U. S. 10 - East of Drummond)
19	I 90-8 (8) 438 U 1	10-1-60	6.4 miles four lane, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage roads. Two 153 foot prestressed concrete beam overpasses - Beet Dump Separation (U. S. 10 - West of Billinge)
	I 90-8 (8) 438 U 2	10-1-60	6.4 miles fencing (U. S. 10 - West of Billings)
	FEDERAL AID PRIMARY PROJECTS		
101	FHP 60-A	1961	8.9 miles grading, drainage, surfacing and bituminous surface treatment. One 260 foot prestressed concrete girder bridge-MadisonRiver(Montana 287 - South of Ennis)
	ROW FHP 60-A	6-15-61	8.9 miles fencing (Montana 287 - South of Ennis)
102	F 84 (29)	6-30-61	9.3 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West)
	F 232 (4)	6-30-61	8.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West)
103	F 144 (5)	6-30-61	2.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - In Nashua)
	F 189 (5)	6-30-61	8.2 miles plant mix bituminous and seal coet oiling (U. S. 2 - Neshua East)
104	F 135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - Miles City West)
105	F 68 (9)	7-1-61	6.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10A - Anaconda East)
106	F 220 (7)	6-30-61	0.5 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling (U. S. 2 - West of Cut Bank)
107	F 100 (8), F 270 (9), & F 270 (10)	9-30-60	14.6 miles (7.3 miles grading, dreinage, surfacing, plant mix bituminous and seal coat oiling) (7.3 miles plant mix bituminous and seal coat oiling) (U. S. 93 and Montana 40 - Whitefish - South)
108	F 189 (4) U1 & F 232 (3)U1	7-30-61	B.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Wolf Point)
	F 189 (4) U2 &	10-31-60	One 205 foot prestressed concrete beam bridge - Little Porcupine Creek
	F 232 (3) U 2		One 25 foot treated timber bridge - Indian Service Canal (U. S. 2 - West of Wolf Point)
109	U 58 (23) U 257 (14) U 1 F 270 (7) U 1	10-1-60	2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 & 93 - In Kalispell)
110	F 84 (27)	7-1-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling(U. S. 2 - East of Culberteon)
	F 84 (28)	7-1-61	5.5 miles plant mix bituminous and seal coat oiling (U. S. 2 - West of Culbertson East)
	F-FG 273 (11)	7-1-61	0.8 miles plant mix bituminous and seal coet oiling (Montana 16 - Culbertson South)
111	FHP 13-F6	1961	2.1 miles grading, drainage and surfacing (U. S. 2 - East of West Glacier)
112	F 315 (13) U 1	9-30-60	8.3 miles grading and drainage (Montana 24 - Junction Montana 20 North)
	F 315 (13) U 2	9-30-60	One 205 foot prestressed concrete beam bridge - Timber Creek (Montana 24 - Junction Montana 20 North)
	F 315 (14)	10-30-60	8.3 miles gravel surfacing (Montana 24 - Junction Montana 20 North)
113	F 333 (23) U 1	9-30-60	11.8 miles grading, drainage, and surfacing (North of Grass Range)
	F 333 (23) U 2	9-30-60	One 92 foot prestreseed concrete beam bridge (North of Gress Hange)
114	F-F-90-4 FH	9-30-60	One 949 foot steel and concrete bridge - Clark Fork (US 10A relocation - West of Thompson Falls)
	FHP 6D5	1960	2.3 miles grading, drainage, surfacing and road mix bituminous oiling (US 10A relocation - West of Thompson Falls)
	ROW FHP 6-D5	9-30-60	2.0 miles fencing (U. S. 10A - Thompson Falls West)
115	F 391 (13)	10-15-60	9.1 miles surfacing, plant mix bituminous and seal coat oiling (Montana 20 East of Circle)
116	F-FG 95 (11) U 1	9-15-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Hevre)
117	F 192 (8), F 194 (4), F 197 (6), & F 63 (7)	9-30-60	16.7 miles (14.5 milee grading, surfacing) (8.5 miles drainage), plant mix, seal coat oiling and traffic delineation (U. S. 10A & 93 - North and South of St. Ignatius)
118	FHP 20-B	1961	9.4 miles grading, drainage and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek. (Montana 43 - West of Wisdom)
119	U-F-FG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - GN RY, and Missouri River (U. S. 87 Bypass - Great Falls North)
122	F 333 (24)	9-30-60	19.9 milee surfacing, plant mix and seal coat oiling (Montana 19 - From 4.5 miles South Missouri River North)
123	F 249 (13)	9-30-60	1.2 miles grading, drainage and surfacing (U. S. 12 - East of Garrison)
124	ROW FHP 46-A4	9-30-60	1248 rode of fencing (U. S. 191 - West of West Yellowstone)
	FHP 46-A4	1961	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 60 foot reinforced concrete girder bridge - South Fork Madison River (U. S. 191 - West of West Yellowstone)
125	F 149 (12)	10-15-60	0.1 miles plant mix bituminous surfacing, seal coat oiling and signing (U. S. 87 - Refinery Intersection at Great Falls)
127	F 184 (14)	4-10-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - North and South of Deer Lodge)
128	F 78 (7)	9-30-60	9.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10A - North of Philipsburg)
129	F 43 (14) U 1	9-30-60	Two bridges, one 235 foot prestressed concrete beam and one 325 foot riveted steel girder - Big Hole River (Montana 43-East and West of Ralston)
	F 43 (14) U 2	9-30-60	1.9 miles grading, drainage, surfacing & bituminous surface treatment of approaches to bridges on F 43 (14) U1. (Montana 43 - East and Weet of Ralston)
131	F 208 (3)	6-15-61	0.9 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling. One 122 foot prestressed concrete beam bridge - Kennedy Creek (U. S. 89 - North of Browning)
132	FHP 13-I5, J3	1960	4.0 miles grading, drainage and surfacing (U. S. 2 - Southwest of East Glacier)
133	FHP 42 J6, K3, L4	1960	16.8 miles plant mix bituminous surfacing and seal coat oiling (U. S. 191 - South of Bozeman)
134	U 103 (7) U 2	9-30-60	One 33.7 foot concrete slab bridge - Big Spring Creek (Montana 19 - In Lewistown)
135	F 262 (12)	10-15-60	11.0 miles stabilized surfacing, plant mix bituminous and seal coat oiling (U. S. 212 - Hammond Southeast)
136	F 237 (16) & F 267 (11)	12-17-60	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling (Montana 20 - west and East of Ovando)
137	FHP 32-A9	1961	5.0 miles grading, drainage, surfacing and bituminous surface treatment (U. S. 89 - South of Neihart)
	FEDERAL AID SECONDARY PROJECTS		
201	FHP 5-A1, B	1960	9.1 miles grading and one 79 foot concrete slab briage - Bull River (South of Troy)
202	S 31 (5)	10-15-60	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (In Circle)
203	S 370 (12)	8-30-61	5.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Northeast of Bozeman)
204	S 38 (6)	9-30-60	5.9 miles grading, drainage, surfacing, plant mix and seal coet oiling (South of Troy)
205	S 35 (9)	9-30-60	5.0 miles grading, drainage and surfacing (West of Dillon)
	S 35 (10)	7-30-61	15.9 miles surfacing, plant mix bituminous and seal coat oiling. (West of Dillon)
206	S 289 (8) & S 346 (5)	11-15-60	7.7 miles surfacing and plant mix bituminous and seal coat oiling (Roscoe East)
207	S 121 (2)	11-30-60	5.7 miles grading, drainage and surfacing. One 65 foot prestressed concrete beam bridge - Judith River (Hobson to Utica)
208	S 388 (1)	7-15-61	8.6 milee grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 198 foot prestressed concrete beam bridge - Sunday Creek (North of Miles City)
209	S 14 (8)	9-30-60	11.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling - (Northeast of Ringling)
210	S 366 (5)	7-30-61	0.5 milee eurfacing, plant mix bituminous and seal coat oiling (In Sunburet)
211	S 242 (1)	10-11-60	4.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 75 foot treated timber trestle - Big Sandy Creek (North of Big Sandy)
212	S 219 (4)	10-15-60	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Big Sandy - West)
214	S 402 (2)	10-15-60	Three (total 270 feet) Structural Plate Pipe (Northeast of Culbertson)
217	S 257 (3)	10-15-60	Three bridges - one 400 foot riveted plate girder - Milk River, one 120 foot concrete T beam - Cherry Creek, one 75 foot treated timber trestle - Glasgow West
	S 257 (4)	11-30-60	3.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Glasgow West)
219	S 193 (3)	9-30-60	7.4 miles grading, drainage, surfacing, plant mix bituminous oiling (Valier Northwesterly)
220	S 2 (7)	9-30-60	7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Wilborn Southeast)
222	S 200 (4)	10-15-60	2.5 miles grading, drainage, surfacing and bituminous surface treatment. One 110 foot concrete T beam bridge - Smoke Creek (West of Froid)
224	S 236 (6) U 1	9-30-60	One 193 foot prestressed concrete beam bridge - Musselshell River (At Musselshell)
	S 236 (6) U 2	10-15-60	0.7 mile grading, drainage, surfacing, road mix bituminous and seal coat oiling (At Musselshell)
228	S 273 (2)	9-30-61	One 360 foot riveted plate girder bridge (Northeast of Emigrant)
229	S 307 (8)	10-15-60	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Lengthen and widen existing treated timber bridge to 250 foot - Arrow Creek (North of Stanford)
232	S 303 (4)	10-15-60	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Chester South)
233	S 312 (2) S 336 (2)	10-1-60	5.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (North of Great Falls)
234	S 366 (7)	11-1-60	6.3 miles grading, drainage and surfacing (West of Sweetgrass)
236	S 90 (2)	10-16-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Dutton East)
237	S 179 (3)	10-1-60	8.8 miles grading, drainage, and surfacing (North of Harlem)
238	S 248 (4)	10-1-60	7.7 miles grading, drainage and surfacing (Northwest of Cut Bank)
	ROW S 248 (1)	10-1-60	7.7 miles of fencing (Northwest of Cut Bank)
239	S 366 (1)	8-1-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northwest of Browning)
240	S 291 (4)	10-15-60	6.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Avon Northwesterly)
241	S 322 (5) U 1	10-31-60	One 183 foot prestressed concrete beam bridge - Little Big Horn River (Hardin Northeasterly)
	S 322 (5) U 2	11-1-60	5.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Hardin Northeasterly)
242	S 132 (3)	9-30-60	8.2 miles surfacing, plant mix bituminous and seal coat oiling (Billings South)
243	S 184 (3)	10-15-60	15.3 miles grading, drainage, and surfacing (Hammond Northeast)

To insure the Highway Department that sufficient compaction of the road material is accomplished, samples are constantly being taken on each job to see that the rollers, sheepsfoot, and other compacting machines are doing the job up to our specifications.

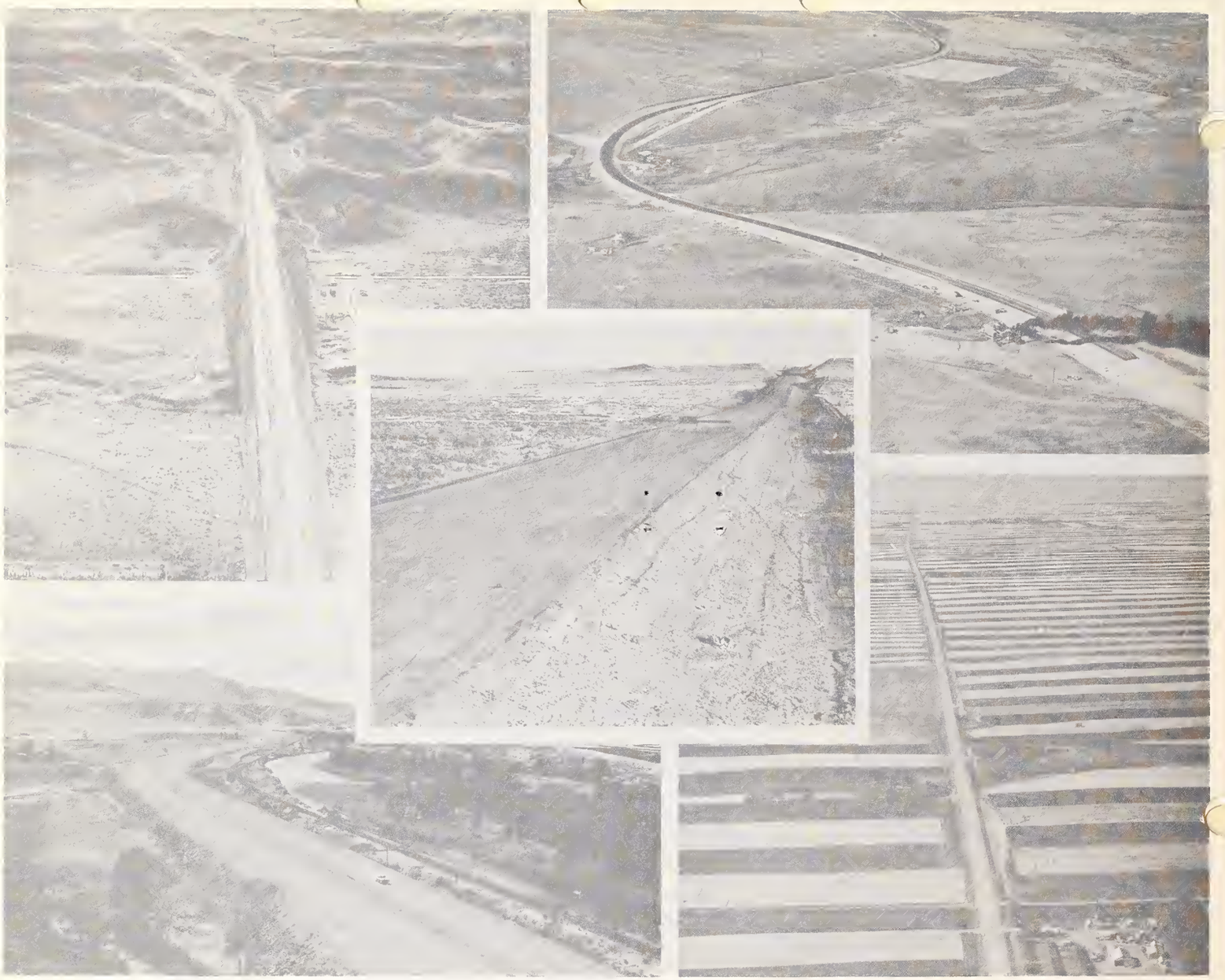
OOPS . . . .

It is amazing to think what a little slip of the finger can do to alter the outlook and record of a 2,000 man department. Last month's issue of Centerline stated that there were over a million miles of new highways on our drawing boards. We are sorry that we can't claim credit for that amount of work. The correct figure should be 1,013 miles.



"You can please some of the people – some of the time
And most of the people – most of the time
But, you will never please all the people
All the time."

Abraham Lincoln



Upper Right—A very important secondary is rapidly nearing completion extending north from Avon toward Helmville, and a connection from Helena to the Swan River Road to Kalispell. Lower Right—An interesting photo of the Dutton-East road providing much better transportation facilities for this world famous wheat producing area. Lower Left—The recently completed Springdale road was opened to traffic this month. Center—Awaiting surfacing is this new highway that will provide a direct route from Grass Range to the Robinson Bridge and the HiLine. Upper Left—The new grade on Interstate 94 extending west from Miles City is beginning to take shape. This new wide highway will replace the old tortuous route in, around, and over the hills in this area.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

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